Safford Regional Airport
Regional Airport
Master Plan
Update 2000
Safford, Arizona

Airport Plans

# 8.1 INTRODUCTION

A set of airport layout plans is prepared to graphically depict the proposed improvements for the Safford Regional Airport. These drawings, commonly referred to as the Airport Layout Plan (ALP) set, provide the physical details of the long-term development plan. Chapter 9, Implementation, identifies the phasing of this development. Projects eligible to receive federal funding under the Airport Improvement Program (AIP) must be shown on an approved Airport Layout Plan in order to qualify for assistance.

The primary drawing of the Plan set is the Airport Layout Plan (ALP) sheet, which is the overall development plan for the airport, showing both existing and proposed facilities. Other drawings in the set show existing and future airport conditions in terms of airspace, land use, and property ownership.

The ALP set is an important tool for airport development. All ALP set drawings should be reviewed and revised, as appropriate, upon completion of airport improvement projects. Each ALP set submitted for FAA review should include a completed ALP checklist. A reduced version of the ALP set is included at the end of this chapter.

Drawings developed in the ALP set for Safford Regional Airport include the following:

- Title Sheet and Index
- Airport Layout Plan
- Terminal Area Plan
- Airspace Plan/Part 77
- Approach Plan and Profiles
- On-Airport Land Use Plan
- Off-Airport Land Use Plan / Noise Contour Map
- Airport Property Map

A brief description of the purpose of each drawing follows.

### 8.2 TITLE SHEET AND INDEX

The Title Sheet and Index serve as an introduction to the ALP set of drawings. This sheet outlines the title and exhibit number of each drawing within the set.

# 8.3 AIRPORT LAYOUT PLAN

Safford's Airport Layout Plan reflects all projects recommended in the Master Plan Update through the year 2020 to include relocation of the airport access roadway, a new terminal building, land acquisition, helicopter parking development, taxiway and taxilane improvements, and additional hangar development.

The ALP is incomplete without several other required pieces of information related to the drawings. The Airport Data Table, Runway Data Table, All-Weather Wind Rose, and the Legend are all included on the ALP. Much of this data is illustrated directly on the drawing. This information is given for the existing and future conditions.

The Airport Data Table includes information related to the airport overall such as airport elevation, airport reference point (ARP) coordinates, mean maximum daily temperature, and airport reference code. The airport reference code (ARC) is defined in FAA AC 150/5300-13, Airport Design, as a coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to use the airport. The designation "B-II" indicates that aircraft using Safford Regional Airport are in Approach Category B, and Airplane Design Group II. Approach Category relates to aircraft approach speed, and Design Group relates to aircraft wingspan.

The Runway Data Table presents the information for each runway such as runway end elevations, approach category, aircraft design group, runway dimensions, runway surface and pavement strength, runway instrumentation, runway lighting and marking, approach aids, and runway safety area dimensions.

The all-weather wind rose, also shown on the ALP sheet, covers wind conditions under all weather conditions. The all-weather wind rose indicates by compass sector the frequencies at which winds in a given velocity range occur. Runway orientation is superimposed on the wind rose and the percentage of wind coverage for the all-weather condition is provided. For Safford, wind coverage for each runway is in excess of 99 percent at 12 mph.

A vicinity map and location map are also shown on the ALP sheet. The location map shows the general geographic location of Safford and the Safford Regional Airport relative to other cities and towns in the State of Arizona. The vicinity map shows the location of the airport in relation to the City of Safford.

# 8.4 TERMINAL AREA PLAN

The Terminal Area Plan represents a large scale plan view of facilities such as the terminal building, aircraft apron, hanger development, auto parking, and future non-aviation industrial park. This plan serves to provide additional detail on the terminal area beyond that included on the ALP sheet including building elevations.

## 8.5 AIRSPACE PLAN

Ideally, airports should be located so that the surrounding airspace is free and clear of obstructions that could be hazardous to aircraft. It is necessary to keep the surrounding airspace free from obstacles by preventing, where possible, the development and growth of obstructions that could interfere with the navigation of aircraft.

The regulations for the protection of airspace in the vicinity of airports are established by the definition of a set of "imaginary surfaces," penetration of which is an obstruction affecting navigable airspace. The geometry of these imaginary surfaces is governed by the regulations set forth in Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace. The Airspace Plan depicts the airspace for Safford Regional Airport, showing imaginary surfaces described in FAR Part 77. It is important to illustrate the airspace for the ultimate airport development condition in order to prevent introduction of obstructions that would inhibit realization of the plan.

Safford Regional Airport Master Plan Update

The principal imaginary surfaces shown in the airspace plan are:

- Primary Surface
- Approach Surface
- Horizontal Surface
- Transitional Surface
- Conical Surface

# 8.5.1 Primary Surface

The primary surface is a surface longitudinally centered on a runway. When the runway has a prepared hard surface, the primary surface extends 200 feet beyond each end of the runway. Existing and future primary Runway 12-30 is a runway with a non-precision approach and a primary surface width of 500 feet. Crosswind Runway 8-26 is a visual runway serving small aircraft with a primary surface of 250 feet.

# 8.5.2 Approach Surface

The approach surface is a surface longitudinally centered on the extended runway centerline, which extends outward and upward from each end of the primary surface. Approach slope and dimensions are determined for each runway end based on the type of approach.

Runway 12-30 is categorized as a non-precision runway and requires a 34:1 approach slope out a horizontal length of 10,000 feet. The approach surface measures 500 feet at the inner edge, where it matches the primary surface for this runway. Runway 8-26 is a visual runway with a 20:1 approach slope out with a horizontal length of 5,000 feet. The approach surface measures 250 feet at the inner edge, where it matches the primary surface for this runway.

# 8.5.3 Horizontal Surface

The horizontal surface is a horizontal plane 150 feet above the established airport elevation. At the Safford Regional Airport, the elevation is approximately 3,176 feet MSL so the horizontal surface is at an elevation of 3,326 feet. The plan dimensions of the horizontal surface are set forth by arcs of specified dimensions from the end of the

primary surface for each runway. A tangent line connects the arcs. These arcs correspond with the approach surface length described earlier.

# 8.5.4 Transitional Surface

The transitional surface is an inclined plane with a slope of 7:1 extending upward and outward from the primary and approach surfaces, terminating at the point where they intersect with the horizontal surface or any other surface where more critical restrictions are intercepted.

### 8.5.5 Conical Surface

The conical surface is an inclined plane extending upward and outward from the outer boundary of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The top of the conical surface is at a height of 350 feet above the airport elevation, which is 3,526 feet for Safford Regional.

### 8.6 APPROACH PLAN AND PROFILES

The Approach Plan and Profiles Drawing provides a detailed look at the physical features near each runway's extended centerline including topography, roads, obstructions and incompatible objects in these critical areas. A table on each runway's plan and profile drawing summarizes the existing obstructions (road, fence, brush) to the airspace and their disposition. For Safford, the primary concern is the roadway in the approaches to Runway 12 end and Runway 8 end which penetrate between three and four feet of the protected airspace.

# 8.7 ON-AIRPORT LAND USE PLAN

The On-Airport Land Use Plan prepared for Safford reflects recommended land uses in support of the preferred development plan. The ten (10) land use designations, as described earlier in Chapter 7, include airfield operations area; helicopter operations area; terminal area, FBO, and support facilities; corporate and private GA; BLM; military; non-aviation or aviation reserve; aviation-related development; commercial/industrial development; and open area. These land uses are represented by various hatches on Sheet 7 of the drawing set.

# 8.8 OFF AIRPORT LAND USE PLAN AND NOISE CONTOUR MAP

The Off-Airport Land Use Plan/Noise Contour Maps illustrate the boundaries of the airport property, the adjacent land owners, designated off-airport land use as designated by the controlling jurisdiction, and noise contours for the base year (1997) and end of the planning period (2020). Noise contours presented include the 55, 60, 65, and 75 DNL contours. Chapter 7, Land Use Analysis, presents the details of the 1997 and 2020 drawings.

# 8.9 AIRPORT PROPERTY MAP

The Airport Property Map is the last drawing of the ALP set. This drawing is provided to show details on how the various parcels of land within the boundaries of the airport were acquired. All of the documents recording the land acquisitions are described in a table as well as the type of instrument used to acquire the property. The Property Map also reflects future acquisitions, easements, and/ or use agreements. For Safford, land acquisition is required to accommodate a portion of both RPZ's on Runway 12-30 as well as a small portion of the object free area (OFA) off both ends of Runway 8-26. Further, a large parcel (1/4 section) along the west boundary of the airport is proposed for acquisition during the planning period. This parcel acquisition will accommodate the City's development plans beyond 2020 (see Chapter 5, Exhibit 5-4) and ensure compatible land use development.

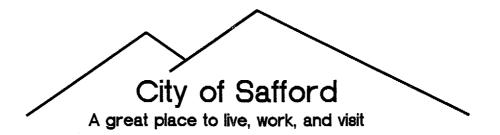
# SAFFORD REGIONAL AIRPORT

SAFFORD, ARIZONA

# AIRPORT MASTER PLAN UPDATE

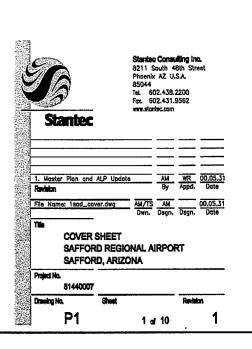
AIRPORT LAYOUT PLANS

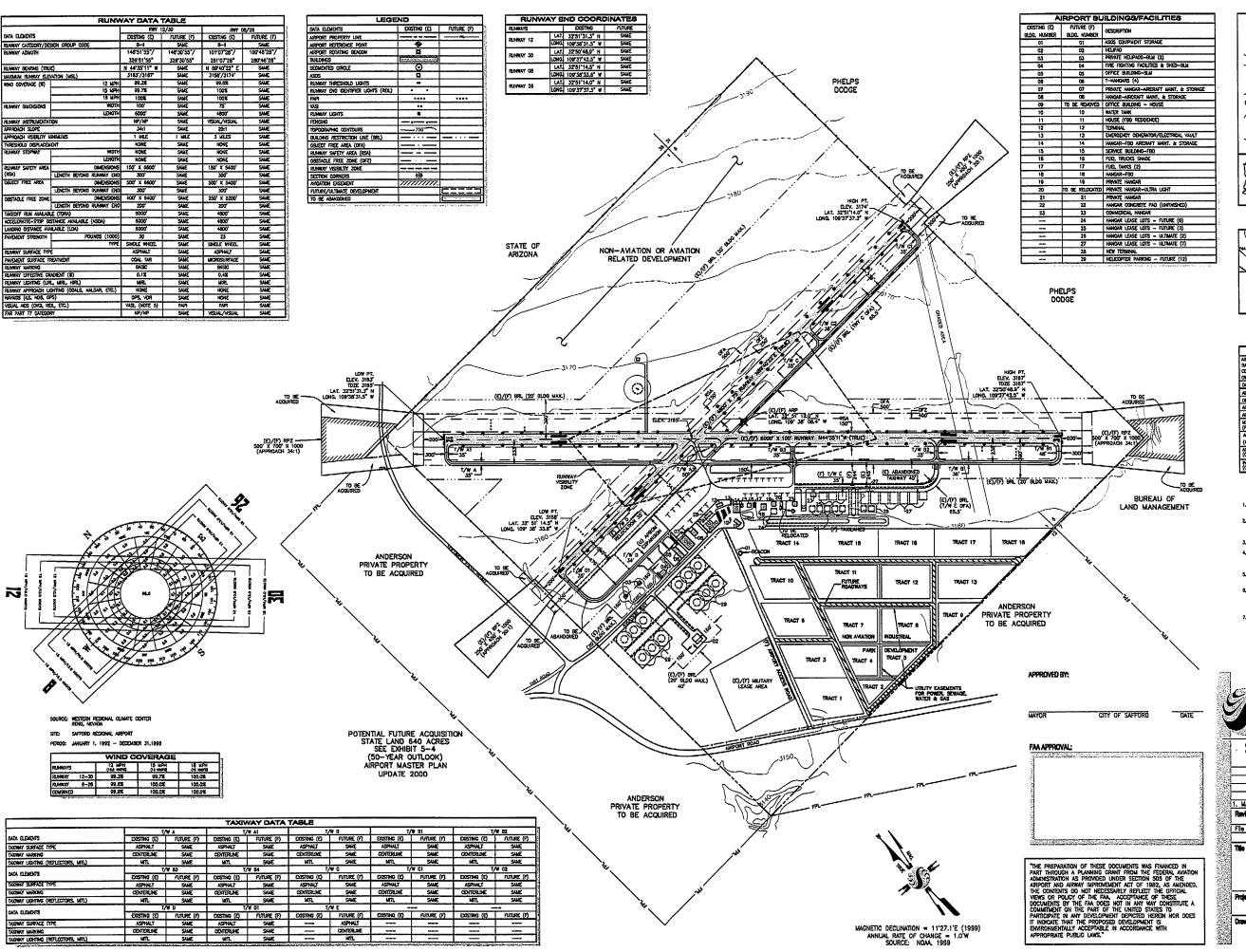
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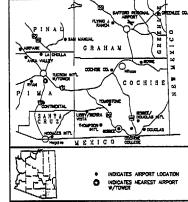


### SHEET INDEX

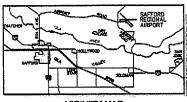
NO.	DESCRIPTION
1	COVER SHEET
2	AIRPORT LAYOUT PLAN
3	TERMINAL AREA PLAN
4	PART 77 AIRSPACE PLAN
5	RUNWAY 12-30 APPROACH PLAN AND PROFILE
6	RUNWAY 8-26 APPROACH PLAN AND PROFILE
7	ON - AIRPORT LAND USE PLAN
8	OFF - AIRPORT LAND USE/1997 NOISE MAP
9	OFF - AIRPORT LAND USE/2020 NOISE MAP
10	AIRPORT PROPERTY MAP







AIRPORT LOCATION MAP



AIRPORT DATA TABLE			
AIRPORTI: RANGE AND TOWNSHIP: COUNTY: OWNER:		SAFFORD REGION	AL ARPORT (SAD) R 26 E/T 7 S GRAHAM CITY OF SAFFORD
DATA ELEMENTS		eristing (e)	FUTURE (F)
AIRPORT NIPAS CATEGORY		8	SAHE
DESIGN AIRCRAFT		MULTI-ENCINE	SAME
AIRPORT REFERENCE CODE		8-1	SAME
AIRPORT ELEVATION (FEET/MSL)		3176	SALH;
MEAN MAXIMUM TEMPERATURE (FAHRENHEIT/HOTTEST MONTH)		100.3" F JULY	SAME
ARPORT REFERENCE POINT	LAT.	3251'12.0"	SAME
(ARP)	LONG	109'38'05.4"	SAME
ARPORT & TERMINAL NAVAIDS (ON- AND OFF-ARPORT)		BEACON	SAME
HISTRUMENT APPROACH TYPES (GPS, VOR. ILS, ETC.)		CPS. YOR	SAME

#### **GENERAL NOTES**

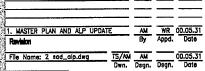
- . NORTH AMERICAN DATUM (NAD 65) USED FOR ALL LAT/LONG DENTIFICATIONS.
- The Burlong restriction like (BRL) is established based on part 77 clearance for a 20—FT high object, taxinay ofa, runkay visibility zone, and apron edge.
- 3. THERE ARE NO OF PENETRATIONS.
- 4. BASE WAP AND CONTOUR DATA FROM PREVIOUS ARRORT LATOUT PLAN (1993). UPCATED MFORMATION PROVIDED BY CITY OF SAFTOR AND ON-SITE INVENTORY.
- 5. RUNWAY 12-30 HAS REILS AT EACH RUNWAY END. THEY HAVE BEEN DEACTIVATED BY THE FAA.
- ARPORT DEVELOPMENT IDENTIFIED FOR THE PLANNING PERSON IS REFERRED TO AS FUTURE (F) DEVELOPMENT VERSUS ULTIMATE (U) WHICH REFERS TO DEVELOPMENT PROJECTED BEYOND THE PLANNIN PERSON.
- SEE THE 1999 SAFTORD REDOWL APPORT MASTER FLAYS "30 YEAR OUTLOOK" FOR ADDITIONAL DETRIES ON DEVELOPMENT RETOWN THE YEAR 2020 BHOLLIONS THE REDOLATION AND DETRIESON OF STUTIER, THE CONTROL MITCHARTS INSTRUMENT APPROACH VISITATY MINIMALIES AS LOW AS 35 HELE COURLED WITH REDULAN CHARGESTER OPPRATIONS, RUNNIN 12-30 WOLLD REDOME THE SECONDARY/ CROSSINGE RUNNINY.



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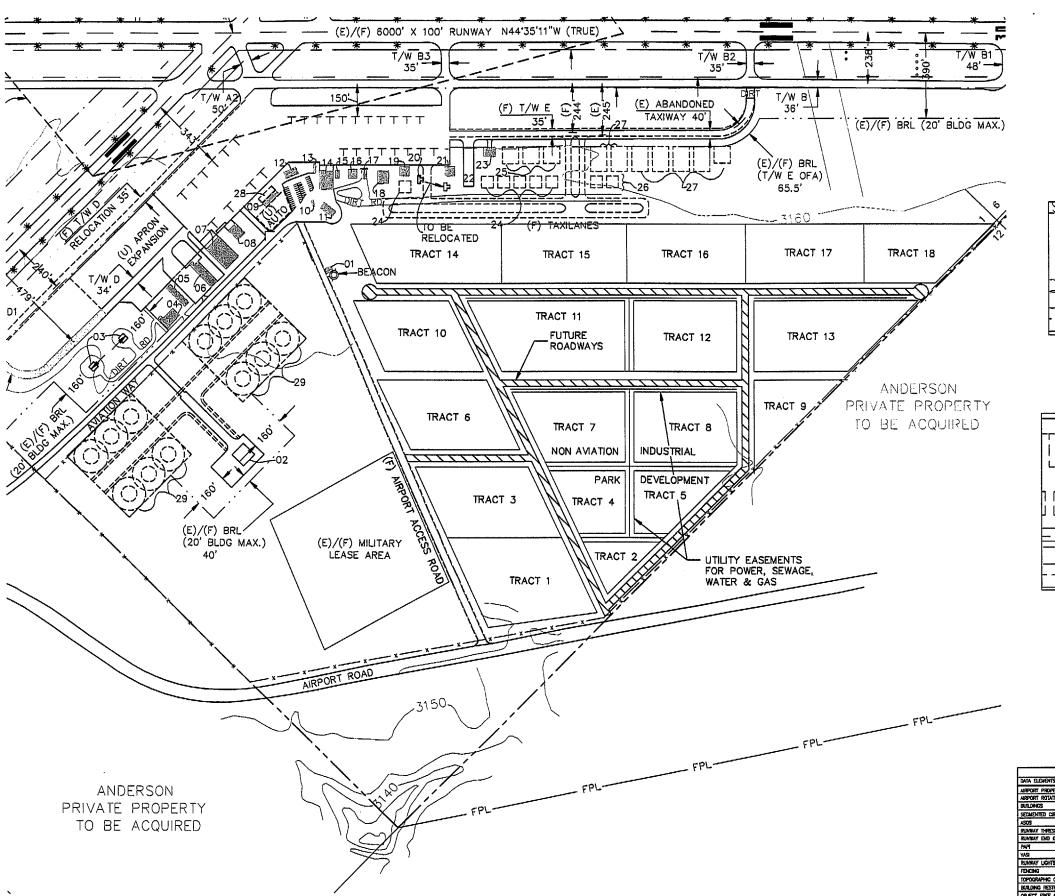
Tel. 602.438.2200 Fox. 602,431,9562

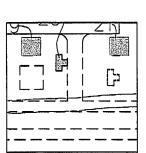


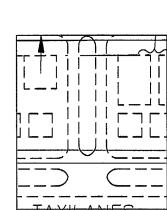
AIRPORT LAYOUT PLAN SAFFORD REGIONAL AIRPORT SAFFORD, ARIZONA

Scale 1:400 000 Protect No. 81440007 Drawing No.

2 d 10







LEGEND						
DATA ELEMENTS EXISTING (E) FUTUR						
AURPORT PROPERTY LINE						
ARPORT ROTATING BEACON	7					
BUILDINGS	Market by and March 1 or all					
SECMENTED CIRCLE	Θ					
A509	0					
RUHWAY THRESHOLD LIGHTS	-					
RUMBAY END CENTIFIER LIGHTS (REL)						
PAPI		0000				
YASI	• •					
RUHWAY LICHTS						
FENCING						
TOPOGRAPHIC CONTOURS	750					
BUILDING RESTRICTION LINE (BRL)						
OBJECT FREE AREA (OFA)						
RUMWAY SAFETY AREA (RSA)						
OBSTACLE FREE ZONE (OFZ)						
RUNWAY VISIBILITY ZONE						
FUTURE/ULTIMATE DEVELOPMENT						
TO BE ABANDONED	1	EXTINOS SAMPLES				

AIRPORT BUILDINGS/FACILITIES					
EXISTING (E)	FUTURE (F)	тор	DESCRIPTION		
BLDG. HUMBER	BLDG. NUMBER	ELEVATION			
01	G1	3177	ASOS EQUIPMENT STORAGE		
02	02	3155	HELIPAD		
03	03	3155	PROVATE HELIPADS-BLN (2)		
04	04	3175	FIRE FIGHTING FACILITIES & SKED-BLM		
55	05	3168,	OFFICE BUILDING-BLM		
06	08	3175	T-HANGARS (4)		
07	07	3183"	PRIVATE HANGAR-AIRCRAFT WAINT, & STORAGE		
80	08	3151'	HANGAR-AIRCRAFT MAINT, & STORAGE		
09	TO BE REMOVED	3178"	OFFICE BUILDING - HOUSE		
10	10	31781	WATER TANK		
11	11	3178"	HOUSE (FBO RESIDENCE)		
12	12	3180'	TERMINAL		
13	13	3160*	EMERGENCY GENERATOR/ELECTRICAL VALILY		
14	14	2188,	HANGAR-FBO ARCRAFT WAINT, & STORAGE		
15	15	3180,	SERVICE BUILDING-FB0		
16	16	3180,	FUEL TRUCKS SHADE		
17	17	3180'	FUEL TANKS (2)		
18	18	3190'	KANCAR-FBO		
19	19	3180	PRIVATE HANGAR		
20	TO BE RELOCATED	3180	PRIVATE HANGAR-ULTRA LICHT		
21	21	3190,	PRIVATE HANGAR		
22	22	7190,	HANGAR CONCRETE PAD (UNFINISHED)		
23	23	3180,	COMMERCIAL HANGAR		
	24	7190,	HANGAR LEASE LOTS - FUTURE (6)		
	25	3184'	HANGAR LEASE LOTS - FUTURE (3)		
	28	3180*	HANGAR LEASE LOTS - ULTINATE (2)		
	27	3184'	HANGAR LEASE LOTS - ULTIMATE (7)		
	28	3178	NEW TERMINAL-FUTURE		
	29	3155	HELIPADS-FUTURE (12)		
			<del></del>		

AIRPORT BUILDINGS/FACILITIES

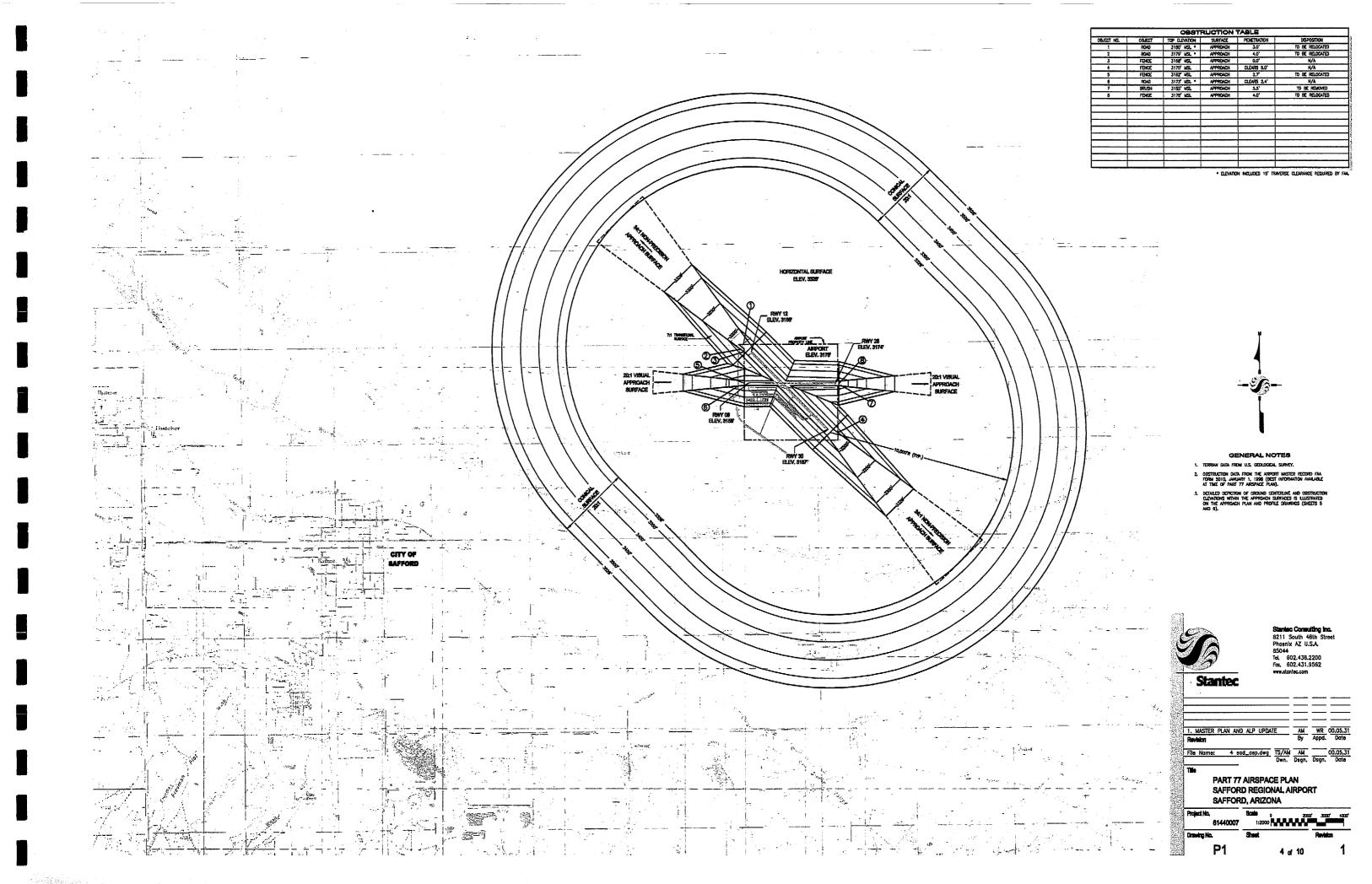
\* TOP ELEVATIONS ESTIMATED BASED ON BUILDING HEIGHTS PROVIDED BY MR. DOUG BENSON (FBO).

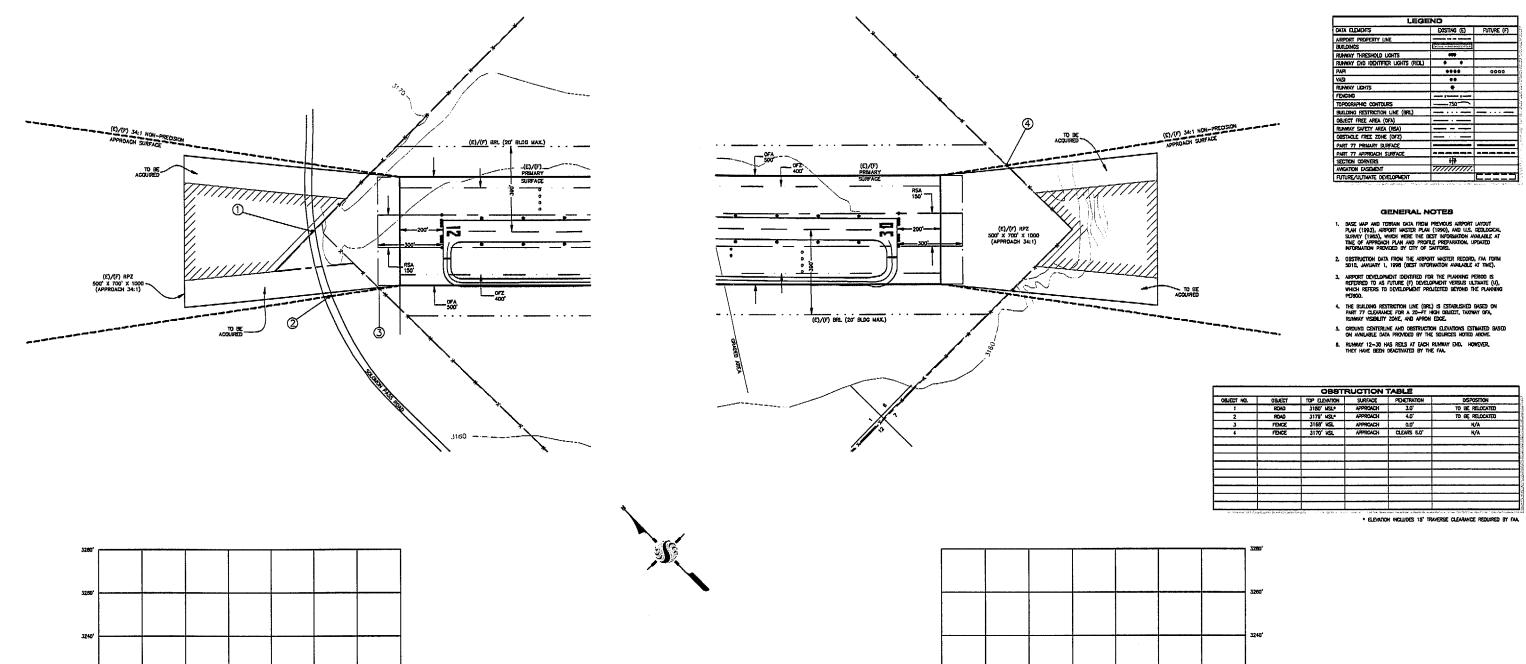


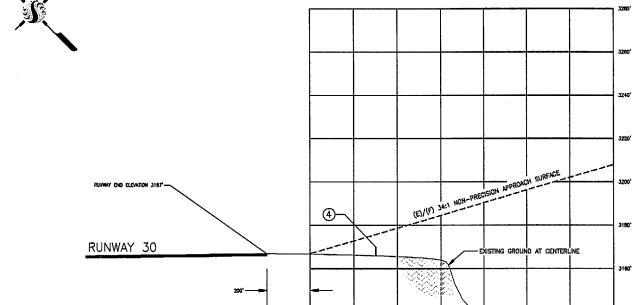
#### GENERAL NOTES

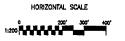
- 1. HORTH AMERICAN DATUM (NAD 83) USED FOR ALL LAT
- 2. THE BUILDING RESTRICTION LINE (BRL) IS ESTABLISHED BASED PART 77 CLEARANCE FOR A 20-FT HIGH OBJECT, TAXIMAY OF
- 3. THERE ARE NO OF ZPENETRATIO
- BASE MAP AND CONTOUR DATA FROM PREVIOUS ARPORT UN PLAN (1993). UPDATED INFORMATION PROVIDED BY CITY OF SAFFORD AND ON-SITE INVENTORY.
- RUNWAY 12-30 HAS REILS AT EACH RUNWAY END. THEY HAVE BEEN DEACTIVATED BY THE FAA.
- B. AIRPORT DEVELOPMENT IDENTIFIED FOR THE PLANNING PERSON IS REFERRED TO AS PUTURE (F) DEVELOPMENT VERSUS ULTIMATE (U) WHICH REFERS TO DEVELOPMENT PROJECTED SEYOND THE PLANNING PERSON.











RUNWAY 12

+ (E)/(F) 34:1 NON-PRECISION

EXISTING GROUND AT CENTERLINE

VERTICAL SCALE 1:20



1000

1200

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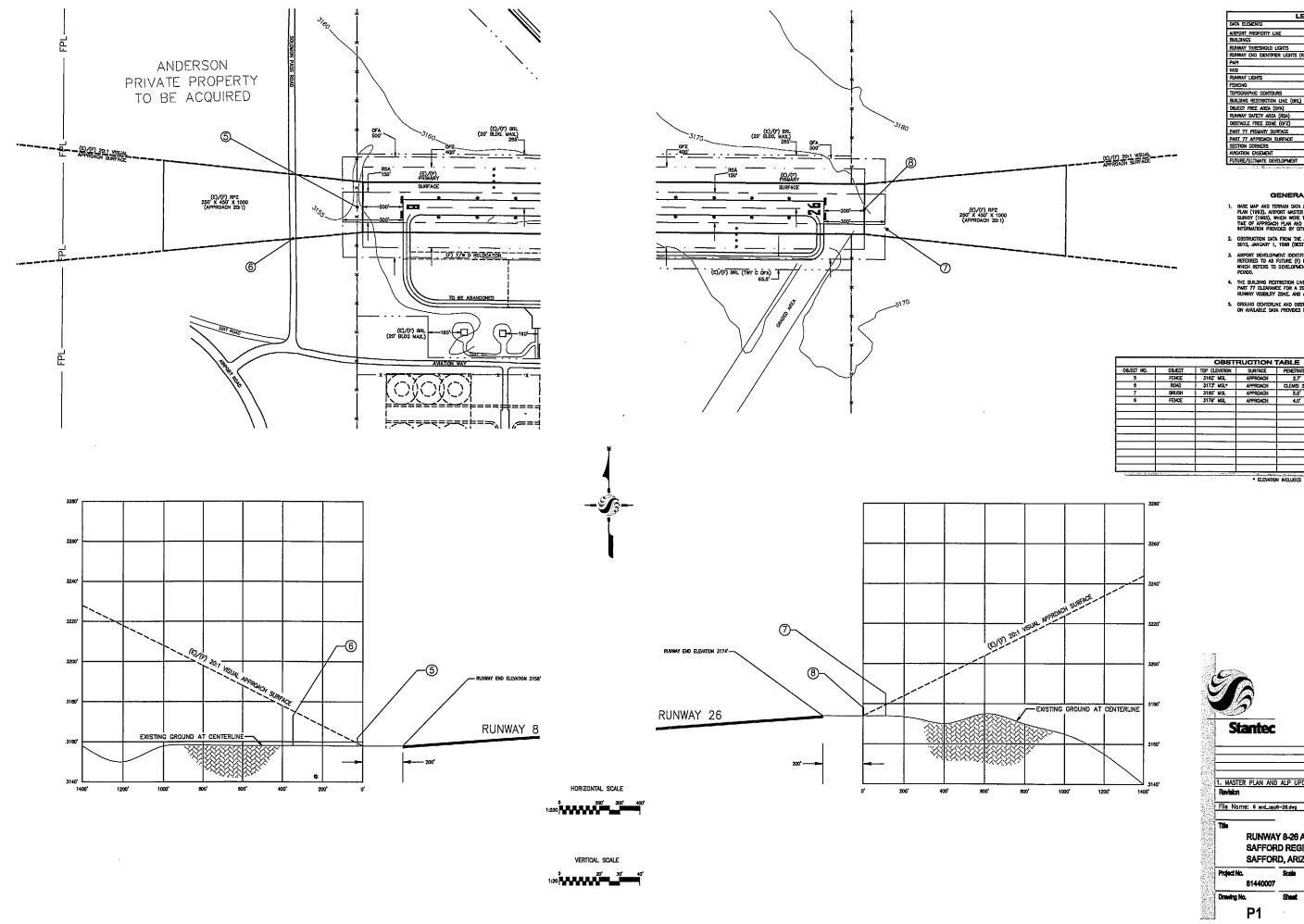
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File Name: 5 sod\_opp12-30.dwg TS/AM AM 000.05.31

RUNWAY 12-30 APPROACH PLAN AND PROFILE

SAFFORD REGIONAL AIRPORT SAFFORD, ARIZONA

P1



DATA ELEMENTS	EXISTING (E)	FUTURE (F)
AIRPORT PROPERTY LINE		
BUILDINGS	N12000000000000000000000000000000000000	
RUMWAY THRESHOLD LIGHTS	-	
RUNWAY END IDENTIFIER LIGHTS (REIL)	• •	
PAPI		0000
VASI	••	
RUNWAY LIGHTS	*	
FENCING		
TOPOGRAPHIC CONTOURS	750	
BUILDING RESTRICTION LINE (BRL)		
OBJECT FREE AREA (OFA)	$\overline{}$	
RLINWAY SAFETY AREA (RSA)		
OBSTACLE FREE ZONE (OFZ)		
PART 77 PRIMARY SURFACE		
PART 77 APPROACH SURFACE		
SECTION CORNERS	17	
AVIGATION EASEMENT	7777777777	
FITTIRE / III TIMATE DEVELOPMENT		

#### GENERAL NOTES

- GROUND CENTERLINE AND OBSTRUCTION ELEVATIONS ESTIMATED BASED ON AVAILABLE DATA PROVIDED BY THE SOURCES NOTED ABOVE.

OBJECT	TOP ELEVATION	SURFACE	PENETRATION	DISPOSITION	- 16
FENCE	3162' MSL	APPROACH	2.7	TO BE RELOCATED	<b>∃</b>
ROAD	3173" MSL*	APPROACH	CLEARS 2.4'	N/A	7
BRUSH	3185' WSL	APPROACH	5.5'	TO BE REMOVED	-13
FENCE	3178' MSL	APPROACH	4.0'	TO BE RELOCATED	1
					- 3
	1				<b>그</b> ?
					Tå
					7
					7
				•	7
					- I
	-				<b>-</b> 11
	i				13
	FENCE ROAD BRUSH	FENCE 3162' MSL ROAD 3173' MSL* BRUSH 3185' MSL	FENCE 3162' MSL APPROACH ROAD 3173" MSL* APPROACH BRUSH 3185" MSL APPROACH	FENCE 3162' MSL APPROACH 2,7'  ROAD 3173' MSL* APPROACH CLEARS 2.4'  BRUSH 3185' MSL APPROACH 5.5'	FEXCE 3162' KSL APPROACH 2.7' TO BE RELOCATED ROAD 3173' KSL* APPROACH CLEMS 2.4' N/A BRUSH 3185' KSL APPROACH 5.5' TO BE REMOVED

\* ELEVATION INCLUDES 15" TRAVERSE CLEARANCE REQUIRED BY FAA.



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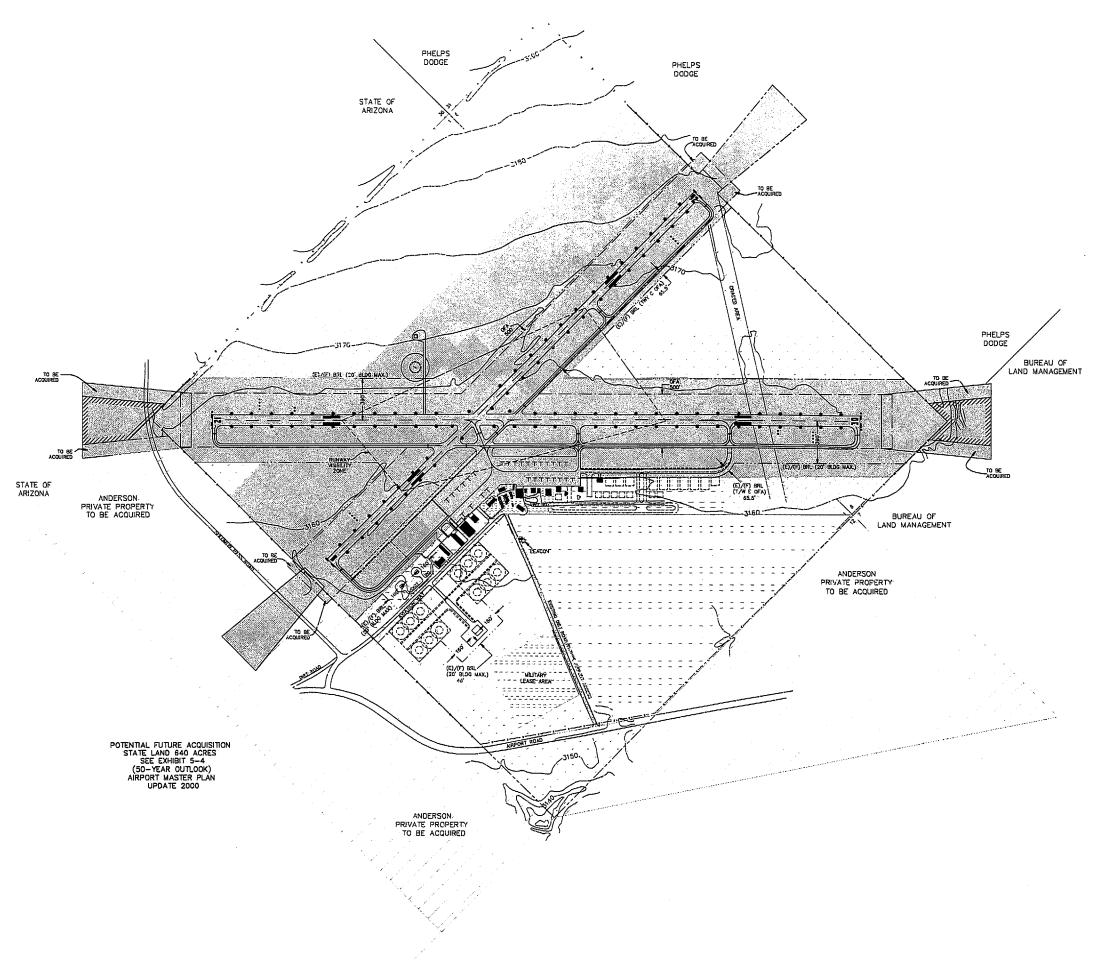
Tel. 602.438.2200 Fox. 602.431.9562

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RUNWAY 8-26 APPROACH PLAN AND PROFIL SAFFORD REGIONAL AIRPORT SAFFORD, ARIZONA

Project No.

6 of 10



LEGE	IND					
DATA ELEMENTS EXISTING (E) FUTURE (						
ARPORT PROPERTY LINE						
ARPORT RUTATING BEACON	п					
BUILDINGS						
SECMENTED CIRCLE	1Э.					
ASOS						
RUNWAY THRESHOLD LIGHTS	-					
RUNWAY END IDENTIFIER LIGHTS (RELL)						
PAPI	****					
VASI						
RUNKAY LIGHTS	- 4					
FENCING	,					
TOPOGRAPHIC CONTOURS	750					
OBJECT FREE AREA (OFA)						
BUILDING RESTRICTION LINE (BRL)						
RUNWAY VISIBILITY ZONE (RVZ)						
SECTION CORNERS	1(7					
AVIGATION EASEMENT	7777777777					
FUTURE/ULTIMATE DEVELOPMENT						
FUTURE PROPERTY ACQUISITION		7277				

LAND USE TABLE			
lane use	KEY		
AIRFIELD OPERATIONS AREA			
AVIATION RESERVE	**************************************		
NON-AVATION OR AVAILONS RELATED DEVELOPMENT	**************************************		
BUREAU OF LAND WANGEMENT			
CORPORATE AND PRIVATE CENERAL AVAILON			
HELICOPTER OPERATIONS AREA			
MUTARY	#=#=#=#=#=#=#		
OPEN			
TERMINAL AREA. FBO, AND SUPPORT FACILITIES	nanananananananananananananananananana		
COMMERCIAL/INDUSTRIAL DEVELOPMENT			



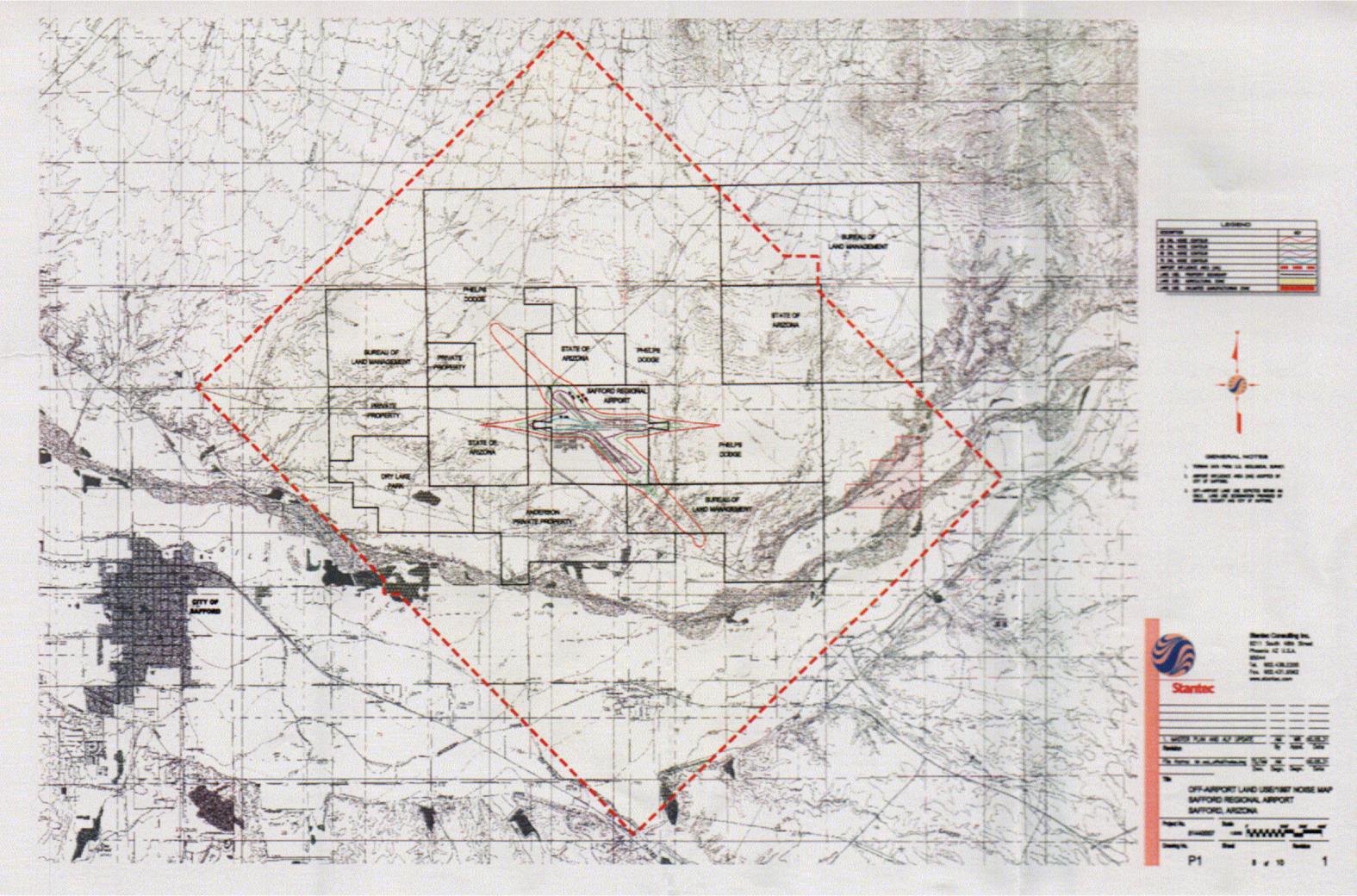
#### GENERAL NOTES

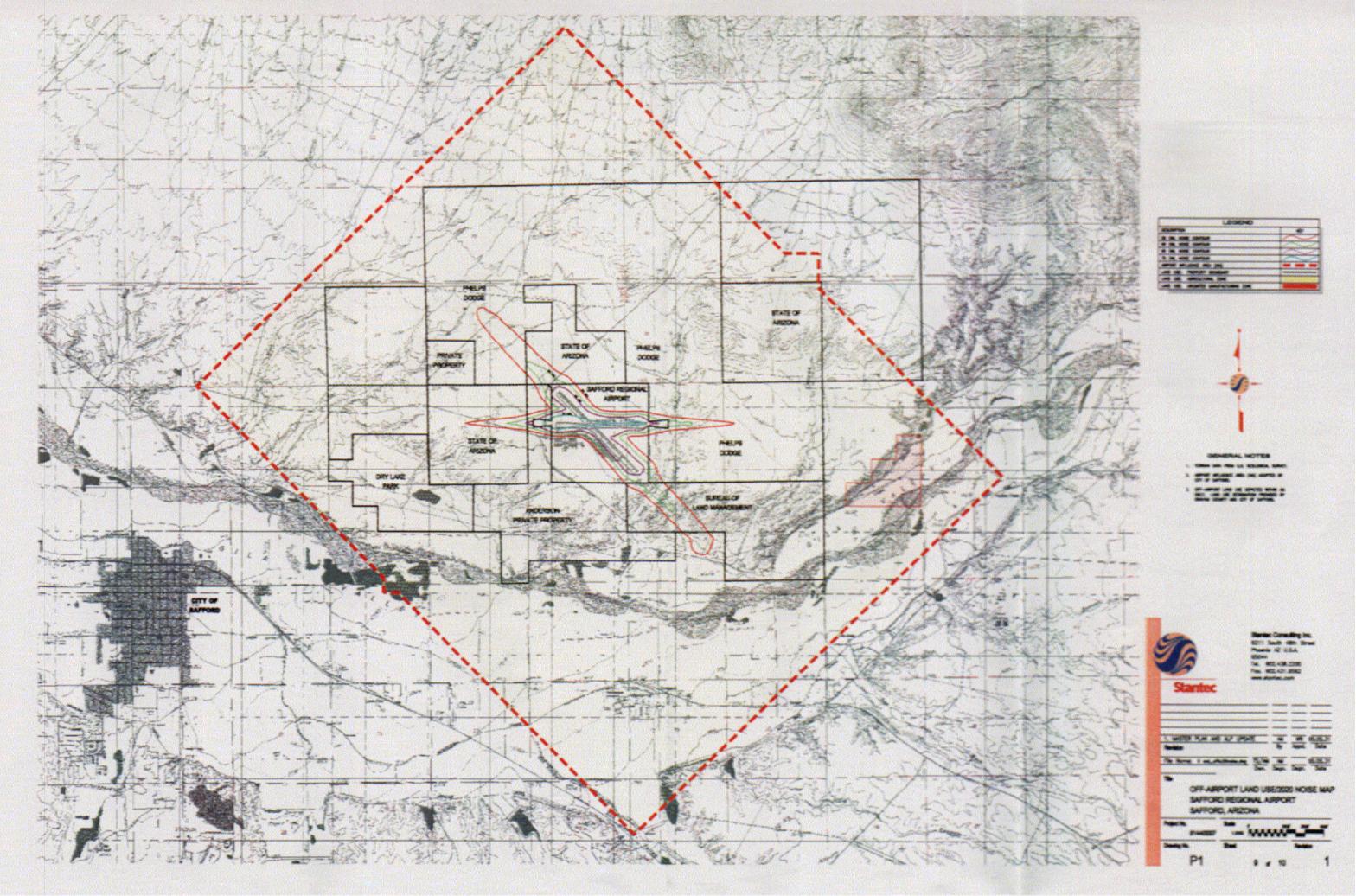


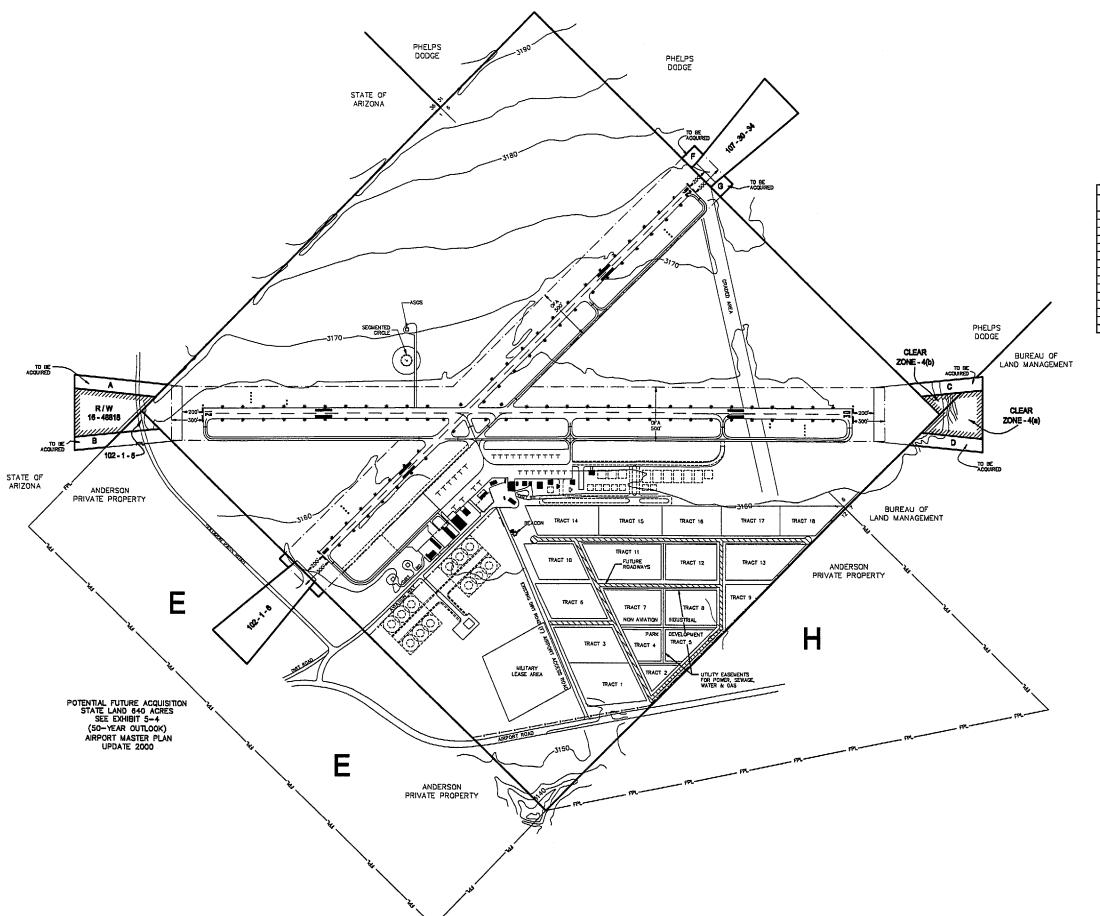
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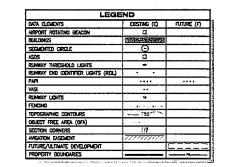
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ON-AIRPORT LAND USE PLAN SAFFORD REGIONAL AIRPORT SAFFORD, ARIZONA









PROPERTY TABLE						
PARCEL NUKBER	ACREAGE	ACQUISITION TYPE	DATE	FUNDING SOURCE		
1 1	529.68	PATENT NO. 1158979	2-17-58	N/A		
102-1-5	0,79	WARRANTY DEED	12/29/81	CITY OF SAFFORD — EXCHANGE		
102-1-6	7.75	WARRANTY DEED	12/29/81	CITY OF SAFFORD - EXCHANGE		
107-30-34	8.35	QUIT-CLAM DEED	4/16/82	CITY OF SAFFORD		
R/W 16-45515	5.99	LEASE OF RIGHT-OF-WAY	8/11/79	CITY OF SAFFORD		
CLEAR ZONE-4(a)	3.88	PERPETUAL RIGHT-OF-WAY	6/18/91	CITY OF SAFFORD - CRANTED AT NO COST		
CLEAR ZONE-4(b)	0.94	AVIGATION EASEMENT	7/29/91	CITY OF SAFFORD - CRANTED AT NO COST		
A	2,31	(F) EASEMENT	TO BE ACQUIRED	N/A		
В	1.02	(F) EASEMENT	TO BE ACQUIRED	H/A		
¢	1.79	(F) EASEMENT	TO BE ACQUIRED	N/A		
0	1,79	(F) EASEMENT	TO BE ACQUIRED	N/A		
Ε	152	(F) FEE STAPLE	TO BE ACQUIRED	N/A		
F	0.45	(F) FEE SIMPLE	TO BE ACQUIRED	N/A		
	0,46	(F) FEE SIMPLE	TO BE ACQUIRED	N/A		
н	120	(E) FEE SMPLE	TO BE ACQUIRED			



- 1. PROPERTY DATA PROVIDED BY THE CITY OF SAFFORD.
- BASE MAP AND CONTOUR DATA FROM PREVIOUS ARPORT LAYOUT PLAN (1993). UPDATED INFORMATION PROVIDED BY CITY OF SAFFORD AND ON—SITE INVENTORY.



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# **Stantec**



AIRPORT PROPERTY MAP SAFFORD REGIONAL AIRPORT SAFFORD, ARIZONA

1:400 P1